

ing the accommodation in existing churches at Spk, Monmouthshire; Hummarty, Yorkshire; Spinnall, Warwickshire; Lewes, St. Ann; Buckley, in the parish of Hawarden, and Stoke St. Gregory, Somersetshire.

The above-named 11 parishes contain a population of 34,831 souls, and possess church accommodation in 17 churches and chapels for only 7,611 persons, including 2,449 free seats, to which provision of church accommodation 3,826 sittings will be added, by the erection of the seven new churches, and the rebuilding, enlarging, and otherwise increasing the sittings in several existing churches and chapels; of this additional accommodation 2,942 will be free and unappropriated sittings.

The committee next examined the certificates relating to the completion of three new churches and chapels, and of the increase of accommodation in seven existing churches and chapels; and orders were issued for the trustees to pay over to the treasurer the sum awarded in each case.

It should be remarked here that the population of the 10 parishes just alluded to is 85,115 persons, for whom church accommodation to the extent of only 7,729 sittings was provided previously to the execution of the works now certified as completed; of that number not more than 2,880 were free; the number of seats added to the church room before provided is 3,796, of these 2,560 are free and unappropriated.

Since the committee last met the society has had a valuable officer in the late Rev. Mr. Bowler, M.A., who had been for many years the secretary to the institution.

The Rev. Thomas Bowdler has been appointed to succeed him.

CHURCH BUILDING INTELLIGENCE.

Hereham Church.—This fine old structure has been just repaired and restored by means of the liberal contributions of the principal persons connected with the parish. A dreadful conflagration in the beginning of the reign of James I. destroyed the north aisle, and did much damage to the nave and south aisle. The north aisle was consequently rebuilt in a style unsuitable to the original plan, and both this and the parterry which they made of the rest was covered with a thick coat of whitewash. This has all been removed, the walls stone-finished, capitals added to the rude columns of the north aisle in proportion to their diameters, the square windows in the north clerestory replaced by new after the model and originals in the south. The beautiful south arcade of the nave, which is of the 12th century, has been restored, and the bold and elegant works of the chancel, which is of the 15th century, have been laid open in the original rich colour of native stone. The front of the gallery at the west-end has been brought into harmony with the rest of the building. But, above all, the large east window, which is one of no common elegance, and a most interesting specimen of the transition from the decorated to the perpendicular style, has been filled with stained glass of wonderful richness and beauty, [so as quite to match the best ancient specimens], by Mr. Warrington, of London. The five lower bays contain the figures of our Lord and the Evangelists, under rich canopies. In the compartments above are the figures of St. Peter and St. Paul, and in the central that of the Virgin Mary, to whom the church is dedicated. The rest contain various most appropriate emblems. The effect of the whole is very striking; and the beauty and simplicity of the figures, and the harmony of the colouring, by which the richness of it is at once softened down, and yet displayed to the utmost advantage, cannot be appreciated but by any witness. Mr. Warrington may well be proud of his work. The fine old chancel, with its roof, recalling fervently to mind, on a small scale, that of the nave of Ely Cathedral, is now filled with a mellow light, which adds a deep solemnity to its architectural features. Thus, this church has become one of the most interesting objects of our neighbourhood, and doubtless will attract the notice of many of our summer visitors, and tell them that the north will not quietly yield to the south the palm of good taste and good spirit.

RAILWAY INTELLIGENCE.

Hull and Beverley Railway.—An application will, it is said, be made in the session of 1845, under the auspices of the Manchester, Leeds, and Hull Associated Company, for an Act to make a railway from Hull to Beverley.

Glass windows have been introduced in the second-class carriages of the North Midland, and the Glasgow and Greenock Railway, as had previously been done on the Manchester and Leeds, and on all the Belgian lines. We should like to see the same thing done on the London and Birmingham, the Midland Counties and the Hull and Selby lines.

GERMAN RAILWAYS.

The following table of the German railways now open is taken from the *Algerische Zeitung*. It gives the length in miles of each, with the number of passengers for the month of September, and for the first nine months of the year:—

Name.	Length.	Passen. in 9 months.	Passen. in 9 months.
Lins-Budweis	77½	2,195	13,104
Lins-Gmunden	42	16,994	105,720
Ferdinand's North Road	187½	68,705	502,112
Vienna-Gloggnitz	46	166,544	1,025,353
Munich-Augsburg	37½	38,276	259,939
Nuremberg-Regen	33	42,761	322,709
Frankfurt-Wiesbaden	26½	106,902	614,342
Carlsruhe-Manheim	42½	90,432	606,847
Hamburg-Bergedorf	10	23,438	163,109
Berlin-Anhalt	93½	37,430	262,146
Berlin-Potsdam	16	45,905	359,393
Berlin-Stettin	82½	29,542	170,245
Berlin-Frankfurt	49½	23,965	189,479
Breslau-Oppeln	49½	25,170	181,544
Leipzig-Altenburg	21	23,008	130,972
Leipzig-Dresden	71½	47,835	315,913
Magdeburg-Leipzig	67½	73,391	478,904
Magdeburg-Halberstadt	35½	19,563	59,542
Braunswick-Oschersleben	59	37,492	253,864
Dusseldorf-Elsfeld	16	33,415	212,403
Cologne-Aachen	43	33,953	217,643

Total length, 1,083 miles.

The following railways are in progress:—
From Karlsruhe to Kehl, to be finished in April; also one from Kehl to Basle. When this is completed, there will be a direct communication from Ostend to Switzerland.

From Stettin to Stargard.
From Berlin to Hamburg.
From Frankfurt on the Oder to Breslau in Silesia.

From Oppeln in Silesia to the Austrian frontier; and another in continuation to Olmutz in Moravia.

From Frankfurt to Posen.
From Posen to Konigsberg—a distance exceeding 200 miles.

The whole of these lines will extend to a length of 700 or 800 miles.

A line through Wurttemberg and Bavaria.
One from Bavaria to Dresden.

Lines from the French territory to the Maine, from Cassel to Berlin, and from Berlin to Bremen.

These will extend to a further length of 800 or 1,000 miles. The surveys have been made, and it is supposed that they will all be finished in six or eight years, if not earlier.

It may not perhaps be out of place here to remark some peculiarities in the German railways:—

1st. A great number of them have been undertaken either directly at the expense of the state, or upon security being given by the state for 3 per cent. interest on the capital invested. To prevent jobbing in railway shares, in most German states a law has been enacted that 10 per cent. of the sum must be paid forthwith after subscribing. Yet so great seems the spirit of speculation to be that some months ago, when the railway from Dresden to ——— was resubscribed upon 5,000,000 dollars (nearly 800,000£) were subscribed in two days.

2nd. German railways pay better than the English ones. It is said that two third 15 per cent. clear profit, some others from 7 to 10 per cent., and none has begun with less than 4 per cent. This may be owing to the rates of German railways being proportionally lower than those of Britain, and the want of good means of communication otherwise.

3rd. The propensity to travel for amusement is greater among the Germans than among any other people.

ABERGAVERNNEY IRON TRADE.

NOTWITHSTANDING the daily reports which appear of the progressive improvement going on in the northern manufacturing districts, we are not able to add that the cheering influence has had any effect upon the demand for iron, which branch of trade remains, we regret to understand, in an almost torpid state. A few months back, it is true, a slight improvement was perceptible, which, in accordance with former experience of recovery from a state of depression, was put down as a commencement of better times; various of property, at no very distant period, once more directed towards the mind of many individuals inhabiting the east iron district, and dependent upon its progress for a subsistence; but visions have vanished, and despair again broods over the district. Yet, from being situated in a position which has enabled us in which for a great number of years the progress and vicissitudes of the iron-trade, during which period two or three depressions have occurred, whilst on the other hand the most unexpected recovery has followed, we are not amongst those who would despair and not hope to see even in this important branch of our manufactures an improvement of a permanent nature, and that too very shortly. It is an established and well-known fact that the iron-trade generally ranks amongst the last to feel the effect of depression, which was evident prior to the stagnation at present existing, from the circumstance that during the year 1838 and part of 1840, when the cotton and woollen branches were suffering to an unknown extent, the mineral district was in its best days, and the supply of iron was nothing like equal to the demand. Again it has, in most instances, proved that the best-managed branches, after recovery from inaction, have been for several months, and in one or more periods for a year or so, participating in resumed prosperity, whilst the iron trade has remained depressed, and has required a longer time to get within the pale of improvement. Our hopes are grounded on the above facts, and we firmly believe the anticipation would, in all probability, be much sooner realized, did Government, by making reasonable treaties with foreign Powers, induce them to rescind their lately made tariffs, which have, in some measure, tended to lay prostrate one of the most vital and important manufacturing commodities of this great empire.—*Hereford Times*.

SCIENCE OF ANCIENT ARCHES, AND DEFECTS OF MODERN ARCHES.

Of the Faulty Modern English Method of covering over the External Apertures of Edifices, and of the Destruction of Property to which this Fault Leads.

ANOTHER cause of the vast inferiority of modern English edifices, particularly of private edifices, is the modern method of covering over their external apertures; the author sometimes goes through the streets of London, and becomes worked up into a fit of melancholy nervousness, at observing such a multitude of structures, literally dropping to pieces from fractures in the arches or other coverings, of their external openings: whether built by common bricklayers, or by masons, or by surveyors, by jobbing speculators, or by wealthy bankers, little difference is to be found. As a professional man, the author feels humiliated and more sunk into littleness. An incredible number of our edifices are in this condition; nor indeed is the difference very great, where pier is erected over pier, and window over window, a property of construction often lost sight of.

Those who have the conducting of our buildings will not take other and more proper means, one could almost wish were had, to the old-fashioned uncivilized method of supporting the window-arches by wooden framework; for however settled and out of level may be the brickwork of old houses with external wooden frames, their arches are comparatively seldom fractured or dropped.

But perhaps the most scandalous instance of modern ignorance, or culpable imprudence,



is the covering over of the apertures of edifices, otherwise good, with an arrangement of bricks, possessing none of the properties of an arch. Some call the